

8:23 – 9:25: United 177

United 177 reported hijacked at 9:25, so must've disabled transponder, converged with another track and switched codes before appearing as "Delta 89". AA77 reported hijacked as well, and it disabled transponder...

Keep in mind also that it would've passed ATC boundaries. It would've identified itself to the next sector as a different flight.

Why was it reported hijacked? It must've disabled transponder, losing FAA data-block, as did the other flights...

This was not the real scheduled "United 177" but a fake flight number, as used by planes participating in war games according to FAA Directive 7110.65.

Why was it reported "held at the gate"? Fabrication to cover-up existence of clandestine 175.

"For obvious reasons, tracking two different planes with the same call sign is an absurdity in the world of air traffic controllers. It would inevitably lead to confusion and raise the danger of accidents.

It is therefore reasonable to establish the working hypothesis that the clandestine United 175 (take-off 8:23) identified itself to the controllers with a different flight number. Unfortunately, this hypothesis, if true, looks hard to verify.

This being said, I spotted a possible candidate. On 9/11, Mark Randol was manager of the Civil Aviation Security Field Office (CASFO) in Washington, DC, a subdivision of the FAA. He reported to the Commission:

By 9:25 AM, **Marcus Arroyo (Regional Manager) called to report several hijackings, including AAL #77, UAL #175 and UAL #177**, and he made it clear that this was a terrorist act. Randol then immediately tasked his staff to find out everything they could about the flights. Randol remembers that the whole day was hectic. By 9:45 AM, they had identified that AAL #77 had departed from Dulles, but they could not confirm whether it had been hijacked, while they discovered that UAL #177 was being held at the gate in Boston.

[9/11 Commission Memorandum for the Record](<http://media.nara.gov/9-11/MFR/t-0148-911MFR-00969.pdf>)

The BTS database tells us that United 177 was scheduled to depart at 6:55 pm from Boston, destination Los Angeles.

[Bureau of Transportation Statistics](<http://www.bts.gov/xml/ontimesummarystatistics/src/dstat/OntimeSummaryDepaturesData.xml>)"

8:41 – N612UA reports to ATC: "We heard a suspicious transmission **on our departure out of Boston.**" First Atta message was 8:24, and the Flight 175 tracked by FAA would've been dozens of miles away from Boston by the time the message was broadcast. So the report doesn't make sense, unless the real 175 took off at a later time.

This facility presumably doesn't have radio-direction finding to locate the source of the radio report.

BTS wheels-off time for N612UA is 8:23.

ACARS data time + location stamps.

Pilot testimony (US Airways 6805 + radio report)

9:25 – 9:27: Delta 89

~9:27 “Delta 89” presumably turns off its transponder

Distance from PITT to Youngstown is 92km. $92/8 \text{ minutes} = 11.5 * 60 = 690 \text{ km/h}$, well within normal operating speed envelope of Boeing 767 (850 km/h).

RGS route according to strongest signal from the aircraft. Must've been flying at cruising altitude around PITT when it received 9:23 ACARS message.

Possible no-transponder-plane 9:31-9:39 from Youngstown → Cleveland

9:41 – 9:44 – Delta 89 transponder (**south of Cleveland Ohio!!**) squawk code 7112

~9:39 – Plane reported “downed” in Ohio: sources. Fuzzy, but explains location between 9:39 and 10:10. “We have a report of a large jet crashed in Kentucky, near the Ohio line.” (Clarke 13)

~10:02 – Reports of inbound aircraft toward Washington

~10:08 – shoot-down order in effect

10:10 – 10:15 – “Plane was 80 miles out”

10:12 – 10:18 – Military aide returned, Dick Cheney asked for authorization to engage aircraft “50 miles out” – Flight X. Flight 93 tracked by Secret Service thru TSD – but why would the FAA forward misleading information to the Service in time of crisis? 9/11 report claims that FAA unaware of UA93 crash at 10:07.

“Phantom plane” is in fact real plane creating a radar blip which outlasted UA93 crash. At least one controller at Cleveland was aware that UA93 had crashed – unsure if this was communicated to others

~10:18 Flight X intercepted by fighters – sourced claim; Delta 1989 in contrast was never intercepted. This is a lone report, but it fits nicely with other (verified) primary reports. Lack of confirmation otherwise may indicate a terror drill requiring military secrecy.

--Evacuation of airport resembles a terror drill

10:45 – CLE